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Vol. 38 No. 7 February 13, 1984 Page 49

INSIDE

Gulfstream's Vogeley Retiring.....Page 50

CAB To Regulate CRS Systems.....Page 51

January Shipments and Billings.....Page 53

Business Aviation Briefs.....Page 54

Marketplace.....Page 56

GULFSTREAM BOARD APPROVES GO-AHEAD FOR PEREGRINE PROGRAM

Gulfstream Aerospace board of directors gave final approval Thursday for development and production of the single-engine, fanjet Peregrine business jet. The announcement, which had been anticipated, said the aircraft will be powered by a Garrett TFE731-2 turbofan and will be produced and marketed by Gulfstream's Oklahoma facility.

Allen E. Paulson, chairman and president, said the board's action "has projected Gulfstream into a unique market and market position. Gulfstream is the only airframe manufacturer developing a fanjet for the businessman pilot." The concept of a high-speed, centerline-thrust, owner-flown business jet has been a continuing goal of Paulson's for years. His American Jet Industries began working on a hybrid turboprop/turbofan aircraft, the Hustler, in the mid-1970s and the project has continued in a variety of forms since then. In the last two years Gulfstream had been working on parallel development of both civil and military models of the Peregrine aircraft. Gulfstream was unsuccessful, however, in bidding on the U.S. Air Force's Next Generation Trainer (NGT) program and the military prototype was destroyed in a crash late last year *(BA, Dec. 12/187)*.

The current civil prototype, powered by a 2,900-pound thrust Pratt & Whitney JT15D-5, began flying in January 1983 and flight operations with it are continuing. Gulfstream said Friday, however, it had decided to switch to the 3,500-pound Garrett engine for production aircraft. A second prototype, equipped with the Garrett engine, is expected to begin flying late this year or early in 1985. Deliveries of the Peregrine are forecast to begin in late 1986 or early 1987. Change to the more powerful engine was made because tests to date indicated "a change in powerplant would benefit overall performance of the aircraft."

Price Set at $1.6 Million in 1984 Dollars

The Peregrine is priced at $1.6 million in 1984 dollars. Gulfstream has received orders and commitments for 27 aircraft since advertising and marketing efforts began last August. Preliminary specifications call for a six-place aircraft with a gross weight of 9,400 pounds and a useful load of 3,760 pounds. Maximum fuel weight would be 2,930 pounds. High speed cruise would be 400 knots at 32,000 feet, while normal cruise is listed at 379 knots at 33,000 feet. Aircraft would climb at over 3,400 feet per minute and would have a maximum range (no reserves) of just under 1,500 nautical miles or a range of 900 nautical miles (no reserves) with full payload. Interior, including cockpit, cabin and a small lavatory and baggage area, would have a volume of 256 cubic feet.

Paulson is highly optimistic about the market for such an aircraft, stating that "our studies have indicated a growth market ranging from 500-600 units over the last half of this decade," a rate of more than 100 units per year. If the program is successful it could provide a lucrative new model for the company's product line, now consisting of Commander turboprops and Gulfstream business jets. However, the program will require expenditure of millions of dollars for development of an aircraft without a proven market. In addition, new single-engine turboprops currently under development—such as the Beech Lightning—are expected to provide significant competition in the high performance, owner-flown market. Such aircraft can be expected to offer similar performance with lower acquisition and operating costs and will be on the market two years before the Peregrine.

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BUSINESS/PERSONAL AIRCRAFT INDUSTRY — JANUARY UNIT SHIPMENTS

		Jan. 84	Cal. Year	Fisc.† Year
BEECH AIRCRAFT CORP.				
• Single-Engine				
BE-77	Skipper	0	0	1
BE-C23	Sundowner	3	3	6
BE-C24R	Sierra	0	0	0
BE-F33A	Bonanza	1	1	4
BE-V35B	Bonanza	0	0	0
BE-A36	Bonanza	17	17	36
BE-B36TC	Bonanza	6	6	22
• Multi-Engine				
BE-B55	Baron	0	0	4
BE-E55	Baron	0	0	0
BE-58	Baron	2	2	12
BE-58TC	Baron	0	0	1
BE-58P	Baron	1	1	3
BE-76	Duchess	0	0	1
BE-B60	Duke	0	0	0
BE-C99	Airliner	1	1	9
BE-C90-1	King Air	0	0	2
BE-F90-1	King Air	1	1	8
BE-B100	King Air	0	0	0
BE-200	Super King Air	3	3	18
BE-200C	Super King Air	0	0	1
BE-200T	Super King Air	2	2	3
TOTAL		37	37	131
Manufacturers net billing - $17,515,781				
BRITISH AEROSPACE				
• Multi-Engine				
BAe	Jetstream 31	1	1	4
HS-748		0	0	3
BAe 146-100		0	0	3
BAe 146-200		0	0	1
HS-125-700	Model A	0	0	2
HS-125-700	Model B	0	0	2
TOTAL		1	1	15
PILATUS BRITTEN-NORMAN LTD.				
• Multi-Engine				
BN-2	Islander	0	0	3
BN-2T	Islander	0	0	6
Mark III	Trislander	0	0	1
TOTAL		0	0	10
CANADAIR LIMITED				
• Multi-Engine				
CL-600	Challenger	1	1	1
CL-601	Challenger	1	1	9
TOTAL		2	2	10
CESSNA AIRCRAFT CO.				
• Single-Engine				
CE-152		0	0	1
CE-A152	Aerobat	0	0	1
CE-172	Skyhawk	11	11	51
CE-172	Cutlass	1	1	4
CE-172RG	Cutlass	0	0	10
CE-182	Skylane	2	2	22
CE-122	Turbo Skylane	1	1	1
CE-182RG	Skylane RG	1	1	7
CE-182RG	Turbo Skylane RG	5	5	5
CE-185	Skywagon	0	0	6
CE-U206	Stationair 6	3	3	11
CE-TU206	Turbo Stationair 6	0	0	5
CE-208	Stationair 8	1	1	4
CE-TU208	Turbo Stationair 8	0	0	1
CE-210	Centurion	3	3	8
CE-T210	Turbo Centurion	7	7	11
CE-P210	Pressurized Centurion	3	3	17
CE-188	AgHusky	0	0	1
CE-188	AgTruck	0	0	1
• Multi-Engine				
CE-303	Crusader	2	2	10
CE-335		0	0	0
CE-340		2	2	3
CE-402		1	1	5
CE-404	Titan	0	0	0
CE-414	Chancellor	3	3	5
CE-421	Golden Eagle	1	1	2
CE-425	Conquest I	2	2	10
CE-441	Conquest II	1	1	11
CE-500	Citation I	0	0	2
CE-550	Citation II	1	1	11
CE-650	Citation III	3	3	10

		Jan. 84	Cal. Year	Fisc.† Year
CESSNA/REIMS AVIATION				
• Single-Engine				
CE-F152		0	0	0
CE-F152	Aerobat	0	0	4
CE-F172	Skyhawk	0	0	1
CE-FR172	Hawk XP	0	0	0
CE-F182	Skylane	0	0	0
CE-F182RG	Skylane RG	0	0	0
TOTAL		54	54	241
Manufacturers net billing - $27,450,706				
AVIONS-MARCEL DASSAULT				
• Multi-Engine				
AD-My.10	Falcon	0	0	0
AD-My.20	Falcon	0	0	1
AD-My.200	Falcon	0	0	2
AD-My.50	Falcon	0	0	0
TOTAL		0	0	3
DEHAVILLAND AIRCRAFT OF CANADA				
• Multi-Engine				
DHC-5		0	0	0
DHC-6		0	0	1
DHC-7		2	2	4
TOTAL		2	2	5
EMBRAER				
• Single-Engine				
EMB-200		0	0	5
EMB-201	Ipanema	3	3	7
EMB-710	Carioca (PA-28-235 Dakota)	0	0	1
EMB-711	Corisco (PA-28RT-201 Arrow)	0	0	5
EMB-712	Tupi (PA-28-181 Archer II)	0	0	1
EMB-720	Minuano (PA-32-310 Saratoga)	1	1	2
EMB-721	Sertanejo(PA-32R-301 Saratoga)	1	1	1
• Multi-Engine				
EMB-110	Bandeirante	2	2	11
EMB-121	Xingu	0	0	2
EMB-810D	Seneca II	6	6	12
EMB-820	Chieftain	1	1	1
TOTAL		14	14	48
FAIRCHILD AIRCRAFT CORP.				
• Multi-Engine				
Merlin III-C		1	1	6
Merlin IV-C		0	0	1
Metro III		1	1	13
Expediter		0	0	5
TOTAL		2	2	25
Manufacturers net billing - $3,286,000				
(Exports: 1 Metro III to Belgium)				
GATES-LEARJET				
• Multi-Engine				
LR-25D		0	0	1
LR-29		0	0	1
LR-35A		0	0	8
LR-36A		0	0	0
LR-55		0	0	11
TOTAL		0	0	21
GULFSTREAM AEROSPACE				
• Single-Engine				
GR-164	Agcat	0	0	0
• Multi-Engine				
G-47	Cougar	0	0	0
GR-1159A	Gulfstream III	3	3	12
AE-840	Turbo Commander	0	0	1
AE-900	Commander 900	0	0	9
AE-980		0	0	0
AE-1000		1	1	4
TOTAL		4	4	26
Manufacturers net billing - $34,752,000				
(Exports: 1 G-III To Saudi Arabia)				
ISRAEL AIRCRAFT INDUSTRIES				
• Multi-Engine				
1124	Westwind I	0	0	6
1124A	Westwind II	0	0	8
TOTAL		0	0	14

		Jan. 84	Cal. Year	Fisc.† Year
LAKE AIRCRAFT				
• Single-Engine				
LA-4-200EP		0	0	9
LA-250	Renegade	1	1	2
TOTAL		1	1	11
Manufacturers net billing - $181,902				
MAULE AIRCRAFT				
• Single-Engine				
M-5-180C		0	0	0
M-5-200		0	0	1
M-5-235C	Lunar Rocket	0	0	2
M-6-235		0	0	0
TOTAL		0	0	3
MAULE AIR INC.				
• Single-Engine				
M-7-235	Super Rocket	2	2	4
TOTAL		2	2	4
Manufacturers net billing - $99,497				
MITSUBISHI				
• Multi-Engine				
Solitaire		0	0	0
Marquise		0	0	2
Diamond		1	1	9
TOTAL		1	1	11
MOONEY AIRCRAFT CORP.				
• Single-Engine				
M-20J	201	3	3	23
M-20K	231	3	3	31
TOTAL		6	6	54
PIPER AIRCRAFT CORP.				
• Single-Engine				
PA-18-150	Super Cub	0	0	0
PA-38-112	Tomahawk	0	0	6
PA-28-161	Warrior	4	4	41
PA-28-181	Archer II	9	9	33
PA-28-236	Dakota	0	0	7
PA-28RT-201	Arrow IV	0	0	0
PA-28RT-201T	Turbo Arrow IV	3	3	11
PA-32-301	Saratoga	1	1	4
PA-32-301T	Turbo Saratoga	0	0	2
PA-32R-301	Saratoga SP	1	1	14
PA-32R-301T	Turbo Saratoga SP	1	1	10
PA-46-310P	Malibu	2	2	12
PA-36-375	Pawnee Brave	0	0	0
• Multi-Engine				
PA-23-250	Aztec	0	0	0
PA-31-310	Navajo	0	0	0
PA-31-325	Navajo C/R	0	0	1
PA-31-350	Chieftain	2	2	10
PA-31P-350	Mojave	2	2	12
PA-31T-501T	Cheyenne I	0	0	2
PA-31T-501T	Cheyenne IA	0	0	3
PA-31T-620	Cheyenne II	0	0	1
PA-31T2-620	Cheyenne II XL	1	1	6
PA-42-720	Cheyenne III	0	0	1
PA-42-720	Cheyenne IIIA	1	1	4
PA-34-220T	Seneca III	6	6	34
PA-44-180	Seminole	0	0	0
PA-44-180T	Turbo Seminole	0	0	0
PA-600A	Aerostar	0	0	0
PA-601B	Aerostar	0	0	0
PA-601P	Aerostar	0	0	1
PA-602P	Aerostar	0	0	0
PA-700P	Aerostar	0	0	1
PA-T1020		0	0	7
PA-T1040		0	0	1
TOTAL		33	33	224
Manufacturers net billing - $7,631,100				
ROCKWELL INTERNATIONAL				
• Multi-Engine				
NA-65	Sabreliner	0	0	0
Model 60		0	0	0
TOTAL		0	0	0
SHORT BROTHERS LTD.				
• Multi-Engine				
SBJ-CS-7	Skyvan	0	0	0
SD-3-30		0	0	0
SD-3-60		1	1	10
TOTAL		1	1	10
	SINGLE-ENGINE	100	100	475
	MULTI-ENGINE	60	60	391
	GRAND-TOTAL	160	160	866

UNIT SHIPMENTS COMPARATIVE TREND: 20 MANUFACTURERS

	January			Calendar Year			Fiscal Year to Date †		
	1984	1983	1982	1984	1983	1982	1984	1983	1982
Beech	37	16	59	37	16	59	131	118	337
British Aerospace	1	1	2	1	1	2	15	8	12
Britten-Norman	0	0	1	0	0	1	10	6	9
Canadair	2	*	*	2	*	*	10	*	*
Cessna	54	101	197	54	101	197	241	438	1,123
Dassault	0	4	8	0	4	8	3	25	25
DeHavilland	2	*	*	2	*	*	5	*	*
Embraer	14(5)	11(5)	20(7)	14(5)	11(5)	20(7)	48(20)	44(19)	68(34)
Fairchild	2	1	4	2	1	4	25	20	40
Gates	0	2	5	0	2	5	21	30	49
Gulfstream	4	2	5	4	2	5	26	33	49
Israel	0	0	4	0	0	4	14	0	13
Lake	1	1	1	1	1	1	11	9	11
Maule	0	3	2	0	3	2	3	12	9
Maule Air Inc.	2	*	*	2	*	*	4	*	*
Mitsubishi	1	2	1	1	2	1	11	24	13
Mooney	6	12	20	6	12	20	54	63	92
Piper	33	71	83	33	71	83	224	338	552
Rockwell	0	1	2	0	1	2	0	1	6
Short	1	0	1	1	0	1	10	3	4
TOTAL	160	228	415	160	228	415	866	1,172	2,412

Parentheses show actual Embraer deliveries, not including aircraft kits.
† Fiscal year October 1 - September 30.
* Figures not available.

2161

REGIONAL - COMMUTER CARRIERS TRAFFIC
December 1983

	Passengers	% Change	Revenue Passenger Miles	% Change	Available Seat Miles	% Change	Load Factor 1983	% 1982
Air North	14,496	-	2,826,212	-	6,494,790	-	43.5	-
Air Virginia	16,906	45.9	3,157,907	44.2	-	-	-	-
Atlantic Southeast	27,478	71.0	4,156,361	89.2	12,181,798	79.5	34.1	32.4
B.A.S. Airlines	775	35.5	115,510	28.5	241,903	23.7	47.8	46.0
Big Sky	3,855	15.4	892,950	6.7	2,100,822	-14.7	42.5	-
Cascade	35,275	23.8	7,140,002	14.7	12,933,173	11.6	55.2	53.7
Chaparral	11,592	17.8	2,453,000	33.4	-	-	-	-
Christman Air System	2,509	92.0	465,442	72.0	1,330,228	23.0	35.0	-
Comair	23,365	36.9	4,859,981	56.4	14,179,835	74.4	34.3	38.2
Command Airways	17,282	27.5	2,401,152	28.5	6,332,910	30.2	37.9	38.4
Crown Airways	15,184	6.1	1,205,194	6.7	2,555,028	-9.7	47.2	-
Cumberland Airlines	2,296	30.5	294,040	-5.0	-	-	-	-
Direct Air	179	27.0	24,881	27.0	103,416	-	24.1	-
Empire Airlines	61,626	21.5	14,167,246	19.3	32,339,018	10.0	43.8	40.4
Golden Pacific	1,263	-	151,328	-	537,912	-	28.1	-
Henson Aviation	48,120	-7.1	6,530,568	-4.5	16,975,000	12.0	38.5	45.1
Marco Island	2,222	-10.3	206,646	-10.3	-	-	-	-
Mid Pacific	109,397	35.2	13,810,000	41.4	20,726,000	42.4	66.6	67.1
PBA	83,508	57.7	12,152,177	103.4	21,851,557	80.1	55.6	49.2
Penn. Commuter	33,694	16.2	3,704,314	17.4	7,439,552	18.2	49.8	50.1
Pilgrim Airlines	21,936	10.8	4,061,229	9.9	9,419,059	9.6	43.1	43.0
Pioneer Airlines	7,352	-5.8	2,460,622	23.0	-	-	-	33.2
Pocono Airlines	13,425	68.2	1,704,405	80.7	3,919,022	96.1	43.5	47.2
Precision Airlines	8,729	-6.3	1,078,153	-6.3	2,966,854	-10.5	36.3	34.7
Prinair	51,077	6.1	5,246,038	4.4	9,627,808	15.9	54.5	60.4
Royal Hawaiian	15,825	-13.4	1,275,047	-12.6	2,859,468	-0.5	44.6	50.7
Royale Airlines	18,855	21.0	3,411,429	29.0	7,940,464	19.0	43.0	-
Scenic	3,188	-22.0	573,840	-22.0	722,700	-20.0	79.4	-
Scheduled Skyways	14,972	-10.4	3,209,000	-0.2	7,497,000	-1.3	42.8	42.4
Trans Air	2,204	-	339,705	-	826,965	-	41.1	-
Trans Central	6,842	90.0	1,885,360	97.0	5,002,976	103.0	37.7	-
Valley Airline	408	38.3	69,411	37.1	161,417	20.9	43.0	37.9
Wings West	22,663	-	-	-	-	-	-	-